A FREE SAFETY OFFER FROM RUGER

DO YOU OWN AN "OLD MODEL" (PRE-1973) RUGER SINGLE SIX, BLACKHAWK, SUPER BLACKHAWK, OR BEARCAT SINGLE ACTION REVOLVER LIKE THESE?

The patented Ruger Conversion Kit is an entirely new operating system for these revolvers. It can help prevent accidental discharges caused by a drop or blow to the hammer if the user has failed to take the basic safety precaution of keeping the hammer down on an empty chamber. *That's very important!*

This mechanism can be factory-installed without any further alteration. The frame and other major parts will not be affected by this Conversion. The value of the gun will not be impaired, and we will return your original parts for collector's purposes.

To receive a **FREE** factory safety Conversion, write to us at Sturm, Ruger and Company, Inc.; Lacey Place, Dept. KC; Southport CT 06890. We will provide you with a shipping container and instructions. You only pay initial shipping to our factory. We will cover all other charges including return shipping costs. Please write to us without delay if you have one of these guns, and tell your friends about the availability of this kit. Remember that the safest way to carry any older single-action revolver, regardless of manufacturer, is with the hammer down on an empty chamber.

If your revolver has the words "New Model," "Bisley," or "Vaquero" on the frame, this offer is not applicable. Please write to us at:

Sturm, Ruger & Company, Inc.
Department KC
Lacey Place
Southport, CT 06890

for full details and a FREE shipping box.

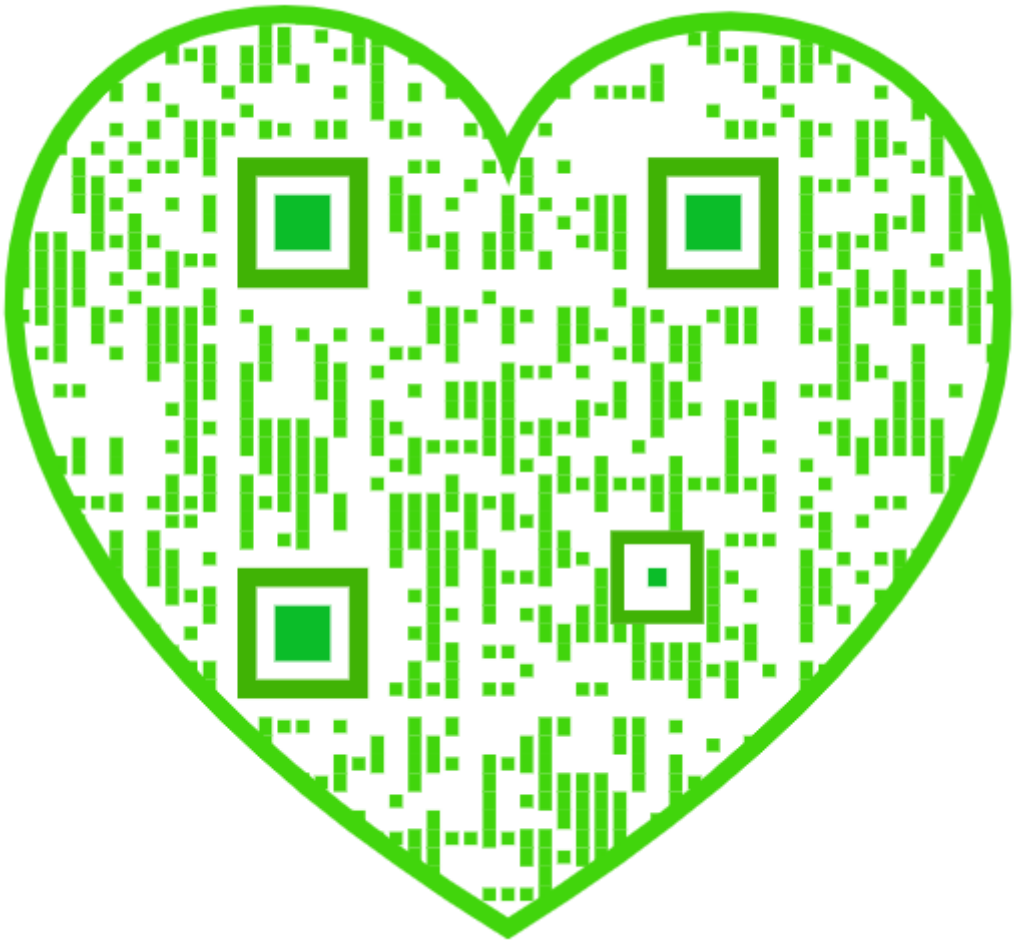
Three frame screws identify the "old model" Single Six, Blackhawk, and Super Blackhawk made from 1953 to 1972.

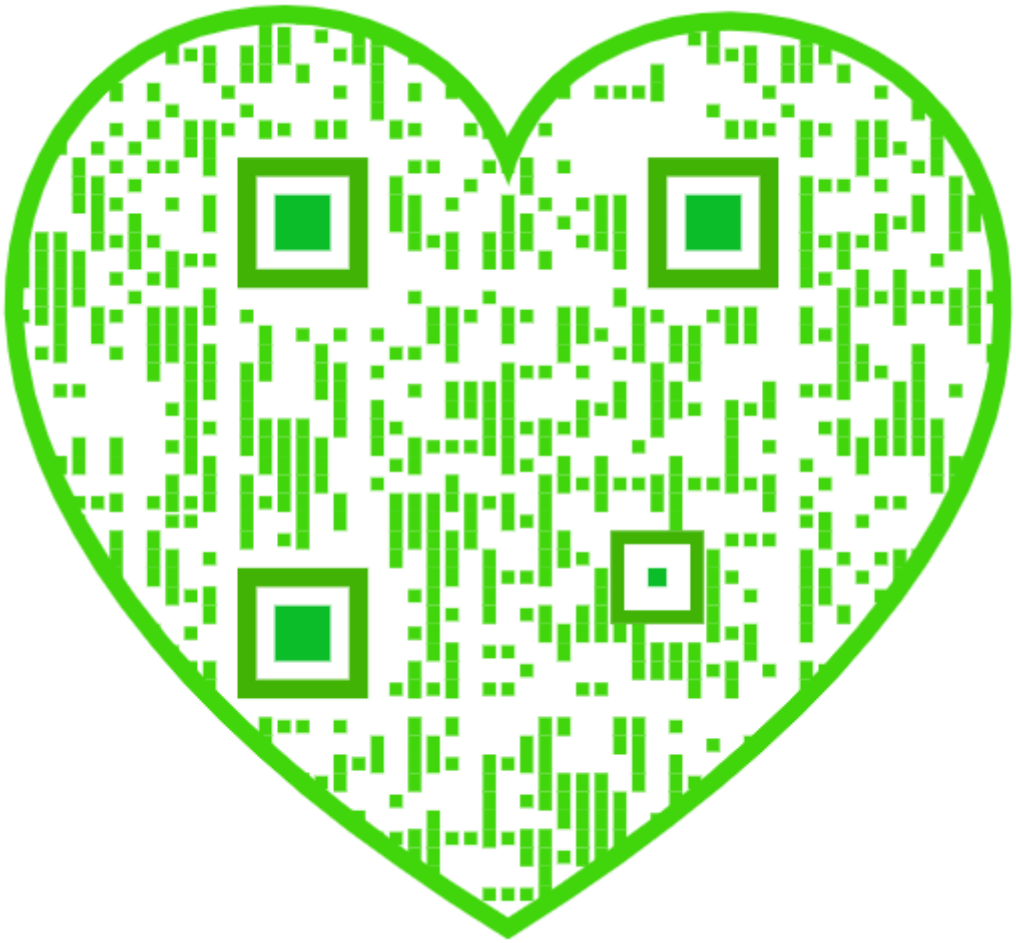
Serial numbers below 93-00000 identify old Bearcat and Super Bearcat models made from 1958 to 1972.

RUGER

Arms Makers for Responsible Citizens®

FREE instruction manuals for all Ruger firearms available upon request. Please specify model for which you require a manual.





INSTRUCTIONS

and

PARTS LIST

for

RUGER®

SINGLE-SIX®

and

SUPER SINGLE-SIX®

NOTE: This model out of production
— For reference use only.

STURM, RUGER & Company, INC.
SOUTHPORT, CONNECTICUT 06490
U.S.A.

R27/35/12-81

GENERAL

The construction of the Ruger "Single-Six" is very similar to and is specifically designed to give the feel and handling qualities of the very early single-action revolvers. We have purposely retained a design that is basically over 100 years old.

To retain this authenticity, the mechanical principles of the very early single action revolvers have been retained as much as possible, with the exception of the redesign on certain parts in the "Single-Six" to give greater durability and simplicity.

The following instructions for loading and firing, safe handling, care and cleaning, are applicable to all Ruger revolvers, regardless of caliber.

There are four possible positions in which the hammer may be placed, as shown in Fig. 1:

1. **Hammer resting on firing pin.**
2. **Hammer resting in safety notch.**
3. **Hammer resting in loading notch.**
4. **Hammer resting in full cock notch.**

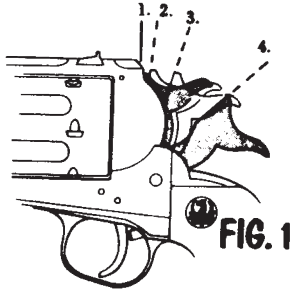


FIG. 1

The safety and loading notches are designed so that the hammer cannot be released from either of these positions by **normally** pulling the trigger.

AMMUNITION

The Ruger Single-Six cylinder, chambered for .22 caliber rim fire ammunition, uses both high speed and regular velocity loads in .22 caliber long rifle, longs and short.

The Single-Six cylinder chambered for .22 WMR may **NOT** be used for .22 short, long, or L.R.

Do not accept delivery of a "Single-Six" Convertible unless the serial numbers of both cylinders match the last three digits of the serial number on the frame.

Do not shoot the standard .22 caliber cartridges in a .22 WMR cylinder.

.22 Magnum Cylinder. Note the absence of firing pin groove.

.22 caliber Cylinder. Note the firing pin groove.

TO LOAD AND FIRE

1. The hammer should be brought back from its extreme forward position or from the safety notch position, to rest on the loading notch (position No. 3). In this position the cylinder is unlocked and may be rotated freely in a clockwise direction.
   (If the hammer is brought back too far, or if the hammer is put into the loading position by easing it forward from full cock, the cylinder will not be free to rotate.)
2. Swing open the loading gate, and turning the cylinder by hand, insert the cartridges into the chambers as shown in Fig. 2. Close the loading gate after the cylinder has been loaded.
3. CAUTION: If the gun is to be fired immediately, correct handling of the revolver requires that the hammer must be eased forward to the safety notch *before* the hammer is drawn back to the full-cock position for the *first shot.* The hammer should be drawn with a firm positive

motion to the full-cock position fo each shot, thus actuating the working parts for complete indexing. Unless this procedure is followed in any single-action revolver, the cylinder is apt to be out of index when fired.

4. To eject the empty cartridge cases, move the hammer back to the loading position, open the loading gate, and turning the cylinder by hand, bring one of the chambers into line with the ejector rod. The ejector is then moved rearwardly by means of the thumb-piece on its forward end so that it will slide through the chamber and push out the fired cartridge case (Fig. 3).

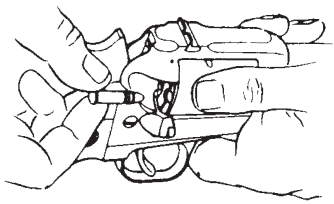


FIG. 2

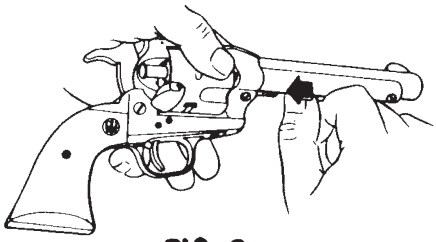


FIG. 3

SAFETY NOTE

If these revolvers are to be carried loaded, certain precautions *must* be observed in the interest of safety. (These precautions also apply to the older types of single action revolvers.)

Load only five chambers, placing the empty chamber in alignment with the firing pin and the hammer either in the safety notch or resting on the firing pin.

Do not carry one of these revolvers with a cartridge in line with the firing pin. Neither the safety nor the loading notch can be depended upon in case of a heavy blow on the hammer or the trigger. **NEVER** permit the hammer to rest on the firing pin with a loaded cartridge in line with the barrel. Under such circumstances, the firing pin will be in direct contact with the primer of the loaded cartridge and a light accidental blow on the hammer can readily cause the gun to discharge.

WARNING: This revolver can be fired by excessive pull on the trigger from either the safety notch position, indicated by No. 2 in Figure 1, or the loading notch position indicated by No. 3 in Figure 1.

The loading notch and the safety notch provide only partial security. If these notches are damaged, as they may be by "fanning", they offer no security. Never depend on this or any other mechanical safety device to justify pointing the firearm at any person.

Fanning is unsafe for you and abusive to your revolver.

TO REMOVE CYLINDER

1. **Remove cartridges, if any, from cylinder.**
2. **Position hammer so that it is resting on its loading notch.**
3. **Open gate.**
4. **Press base pin latch on left side and withdraw base pin.**
5. **Cylinder may then be removed toward the right side of the gun.**

TO DISMANTLE INTERIOR PARTS

1. Remove grip panel screw and lift grip panels away from grip frame.
2. Bring hammer back to full cock position and insert any convenient nail or pin into the small hole at the lower end of the hammer strut; then press the trigger and permit the hammer to move to a forward position. (It will be observed that the pin which has been placed in the hammer strut hole serves to confine the mainspring.)
3. Remove 5 screws which fasten the grip frame to the cylinder frame. In separating the grip frame from the cylinder frame take care to prevent loss of the pawl spring and plunger. These parts are located in a hole drilled from the rear face of the cylinder frame, adjacent to the upper left grip screw hole.
4. Remove hammer pivot screw and hammer.
5. Remove trigger pivot screw and trigger.
6. With a small screw driver free the fixed leg of the cylinder latch spring from its anchoring hole on the left inside wall of the cylinder frame.
7. Remove cylinder latch pivot, cylinder latch and spring.
8. It will be noted that the trigger spring and plunger are positioned in a hole in the grip frame at the rear of the trigger guard bow. The innermost coil of the trigger spring is enlarged to prevent its loss during disassembly and reassembly, and care should be observed in removing the plunger and spring to prevent deformation of the spring.
9. The hammer plunger is retained in the hammer by means of a small screw pin which may be removed by means of a small drift.

Reassembly follows in the reverse procedure.

Note: Always use a good quality screw driver which properly fits the screw slots to avoid unsightly deformation of the screw heads.

ALTHOUGH THE FOREGOING OUTLINES THE CORRECT PROCEDURE, WE WISH TO EMPHASIZE THAT SUCH DISMANTLING IS SELDOM IF EVER NECESSARY.

CARE AND CLEANING

The internal mechanism of these revolvers can be readily lubricated without disassembly. A few drops of oil may periodically be applied with an oil can around the various frame openings where the oil can work into the adjacent parts. The exterior of the gun should be wiped with an oil rag whenever it is to be laid away in order to protect the finish against rust.

To clean the barrel and chambers, wipe out powder residue with a clean patch of cloth, saturated with a lead solvent and allow to stand for several hours. The bore and chambers should then be wiped clean and oiled.

Please note: .22 L.R. caliber cylinders can be fitted to any "Single-Six," however, .22 WMR caliber cylinders can be fitted only to "Single-Six" revolvers with steel cylinder frames serial numbered over 150,000.

Specifications subject to change at our discretion without notice.

SINGLE-SIX and RUGER are Registered U.S. Trademarks

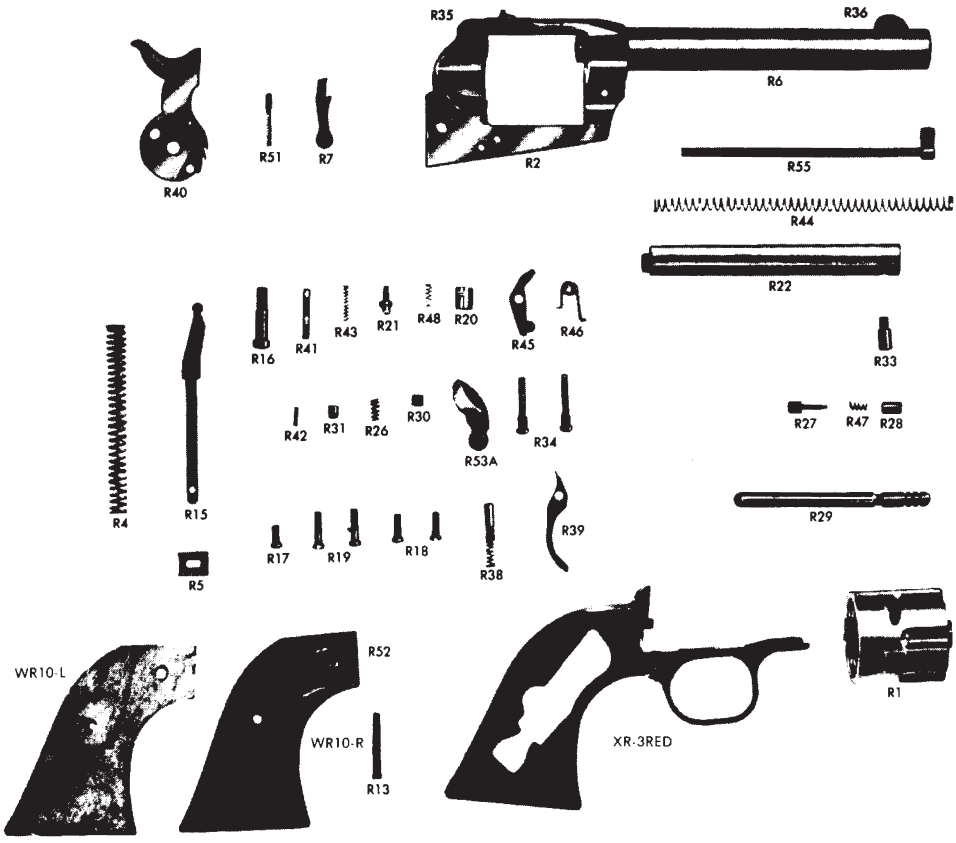
PARTS LIST AND SUGGESTED RETAIL PRICES

Part No.	Part Name	Price
R1	*Cylinder	$14.00
RW1	*Cylinder (22 W.M.R.) (Only non-fluted available)	17.00
R2	*Cylinder frame (not offered)	Not available
XR3-RED	Grip Frame	19.50
R4	Mainspring	.50
R5	Mainspring Seat	.50
R6	*Barrel (5½" or 6½")	14.50
Note: *All* barrels are of current manufacture and are marked with safety message.		
R7	Pawl	1.75
WR-10RL	Grip panels, Right and Left, includes Ferrules, Medallions and Screw. Sold as a pair only	9.25
R13	Grip Panel Screw	.50
R15	Hammer Strut	.50
R16	Hammer Pivot	.50
R17	Grip Frame Screw (Front)	.50
R18	Grip Frame Screw (Rear)	.50
R19	Grip Frame Screw (Lower)	.50
R20	Recoil Plate	1.50
R21	Firing Pin	1.00
R22	Ejector Housing	5.25
R26	Gate Detent Spring	.50
R27	Base Pin Latch	.50
R28	Base Pin Nut	.50
R29	Base Pin	1.50
R30	Gate Spring Screw	.50
R31	Gate Detent Plunger	.50
R33	Ejector Housing Screw	.50
R34	Pivot Screws	.50
R35	Rear Sight (Fixed)	1.50
MR-35	Rear Sight, Adjustable, complete; only for Super "Single-Six" cylinder frame	6.00
R36	Front Sight (Standard)	1.25
R76	Front Sight Screw	.50
R36A	Front Sight (Ramp), only for Super "Single-Six"	4.00
R38	Trigger Spring and Plunger	.75
R39	**Trigger	No longer available
R40	**Hammer	No longer available
SR40	**Hammer for Super "Single-Six"	No longer available
R41	Hammer Plunger	.50
R42	Hammer Plunger Pin	.50
R43	Hammer Plunger Spring	.50
R44	Ejector Spring	.50
R45	Cylinder Latch	2.00
R46	Cylinder Latch Spring	.50
R47	Base Pin Latch Spring	.50
R48	Rebound Spring	.50
R51	Pawl Spring and Plunger	.50
R52	Medallion	.50
R53A	Gate Assembly (contoured style)	3.50
R55	Ejector Rod Assembly	2.00

*** Parts must be installed at the factory. Plus labor charge.**

**** These parts are available as components of the *Ruger Single Action Conversion Kit*, which also includes a transfer bar, cylinder latch, cylinder latch spring, pawl and base pin. This Conversion Kit can be installed in old model Ruger Single Six or Blackhawk revolvers at no charge. Write to us for full details.**

Design, specifications and prices subject to change without notice.



SERVICE POLICY

Before shipment every Ruger firearm is carefully inspected and test-fired in order to prove that it is in perfect condition and conforms fully to our specifications and standards. If there is any question with regard to the performance of the gun, please write to our Service Department, fully describing all circumstances and conditions involved.

If you should return your Single Six for repair or order parts, please comply with the following suggestions for prompt service:

PARTS:

1. Please send remittance with orders for parts. Because of handling costs, we cannot accept orders for parts for less than $1.00.
2. Order parts by both name and number.

FIREARMS:

1. Only Federally Licensed Dealers may *mail* handguns. Handguns *mailed* by individuals are confiscated by the post office. Federal and local regulations must be complied with when shipping any firearm to us. In most locations United Parcel Service (UPS) will accept handguns for shipment to the manufacturer for repair. If UPS will not accept the handgun for shipment, then you must have a Federally Licensed Dealer ship the handgun to us. When repaired, it will be returned to him.
2. Guns shipped to factory should be sent prepaid. We will not accept collect shipments.
3. For best repair service always enclose letter furnishing serial number and Model of gun. Also, state nature of trouble experienced or of work desired. (Merely stating "defective" or "repair" is inadequate information.)
4. Work performed will bear a net minimum labor charge of $10.00. The charge for re-bluing is $15.00, which includes labor.